

UNITED STATES PATENT AND TRADEMARK OFFICE
CERTIFICATE OF CORRECTION

PATENT NO. : 6,975,042 B2
APPLICATION NO. : 10/630593
DATED : December 13, 2005
INVENTOR(S) : Yamada et al.

Page 1 of 3

It is certified that error appears in the above-identified patent and that said Letters Patent is hereby corrected as shown below:

At page 2, column 2 (Foreign Patent Documents), line 6, please delete "JP 11-36881 2/1999 JP" and insert -- JP 11-36881 2/1999 --, therefor.

At page 2, column 2 (Foreign Patent Documents), line 7, please delete "2002-54453 2/2002" and insert -- JP 2002-54453 2/2002 --, therefor.

At column 2, line 66, please delete "illustrates" and insert -- illustrate --, therefor.

At column 4, line 30, below "current (AC) power." please insert -- An electronic control module 24 (Figure 14) is electrically coupled with the generator 22 to convert the AC power to a high quality AC power. The electronic control module 24 incorporates an electronic control module 24 to control an output of the electronic control module 24. The power generator unit 10 also includes a DC/DC converter 27. The DC/DC converter 27 is electrically coupled to the electronic control module 24. --, therefor.

At column 4, lines 38-44, please delete "The electronic control module 24 controls the output of the generator 22 and the output of the DC/DC converter 27. Preferably, the control module 24 comprises at least a central processing unit (CPU) and some form of memory or storage. The operation of the electronic control module 24, and the DC/DC converter 27 will be explained in greater detail below.", therefor.

At column 4, line 35, please delete "unit 26" and insert -- unit 24 --, therefor.

At column 4, line 46, please delete "module 24" and insert -- module 26 --, therefor.

At column 5, line 45, below "(FIG. 5)." please insert -- In the illustrated embodiment, the fuel tank 29 lies above the general position of the engine 12 to the right of the electronic control module 24 allowing for a large fuel storage capacity. The electronic control module 24 is positioned above the battery 28 and immediately next to but spaced apart from the first set of cooling air intake vents 32. --, therefor.

At columns 5-6, lines 60-67 of column 5 & lines 1-9 of column 6, please delete "The electronic control module 24 preferably includes cooling fins. In the illustrated embodiment, a generally planar surface of the electronic control module 24 includes the cooling fins. The electronic control module 24 is advantageously fastened through mounts 76 directly behind, but spaced apart from, the first set of cooling air intake vents 32. This direct mounting of the electronic control module 24 immediately next to the air intake vents 32 allows the cooling air to first contact the planar surface of the module 24 providing substantial cooling of the module 24. Mounting of the electronic control module 24 directly behind the first set of cooling air access intake vents 32 also helps insulate the internal noise of the power generator unit 10, thereby providing quieter operation. The power generator unit's operational noise is quieted even though air is allowed to freely enter the cooling intake vents 32 to efficiently cool internal components of the power generator unit 10.", therefor.

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At column 6, line 10, below "unit 10." please insert -- Figures 1 and 2 illustrate various cooling air paths of power generator unit 10. There preferably are at least two generally distinct cooling air paths through the sound insulation cover 36. Each cooling air path preferably is designed to cool components of a similar temperature. For example, a first cooling path A is designed to cool warmer operating components of the power generator unit 10, for example, the engine cylinder 16 and the cylinder head 17. A second cooling air path B is designed to cool those components that normally operate at a lesser temperature, for example the crankcase 14 and the generator 22. The use of two, generally separate cooling air paths allows for improved cooling efficiency. Both cooling paths A and B cool the respective components, converge into the muffler housing 80, and proceed to cool the muffler 31 before exiting the power generator unit 10. --, therefor.

At columns 6-7, lines 54-67 of column 6 & lines 1-11 of column 7, please delete "Air flow along the second cooling air path B also originates from a portion of the cooling air that enters the air intake vents 32 and initially cools the electronic control module 24. The air flow along the second cooling air path B is also comprised of the other portion of the cooling air that enters the second cooling air intake vent 34 that initially cools the battery 28, starter motor 70, and the crankcase 14. A generator cooling fan 86 including at least one blade draws air into the crankcase cover 74 through various cooling air intake vents 88 (FIG 2). The generator cooling fan 86 is connected to the generator 22 through a fan hub 90. The drawn-in air passes through and cools the generator 22 and is guided by the arrangement of internal components within the crankcase cover 74 to enter the muffler housing 80 to cool the muffler 31 and then to exit through a portion of a side cover effluent air vent or outlet opening 92. These two generally distinct cooling paths A, B are advantageously separated until they merge in muffler housing 80, thereby allowing efficient cooling of the warmer components of the power generator unit 10, as well as cooling of those components operating at a lower temperature within the power generator 10. Incorporated into the effluent vent 92 is an exhaust outlet recess 94 where a tail pipe 96, which is connected to the muffler 31, discharges exhaust gases to the outside environment.", therefor.

At column 8, line 19, please delete "module 24" and insert -- module 26 --, therefor.

At column 8, line 53, below "generator 22." please insert -- Figures 8 and 9 illustrate a rear side view and a top side view respectively of the crankcase cover 74. As understood from the shape of the air deflector 82, the cooling air from the cylinder along cooling path A is deflected outward by the air deflector 82 to inhibit the air that cooled the cylinder 16 from entering the crankcase/generator cover 74 and reaching the generator 22. The air flowing along cooling path A is then further deflected by the exhaust pipe cover 108 into the muffler house 80. --, therefor.

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At column 9, lines 4-20, please delete "With reference to Figure 10, a right side view of the crankcase cover 74 shows the area where the generator 22 is mounted to the crankcase cover 74. A generator mounting area 142 of the crankcase cover 74 preferably incorporates a circular size and shape closely matching the size and shape of the generator 22. This similar size and shape of the generator mounting area 142 allows the cooling air to efficiently cool the generator by generally forcing the cooling air to flow through the generator 22 and to inhibit the cooling air from traveling around the generator 22. The cooling air intake vents 88 also encourage the cooling air to pass through the generator 22 instead of immediately escaping the generator 22 in the opposite direction against the cooling air flow. A plurality of securing boss members permit the crankcase/generator cover 74 to be securely attached to the engine 12 and to allow other covers to be secured.", therefor.

At column 9, line 61, please delete "module 24" and insert -- module 26 --, therefor.

At column 9, line 62, please delete "module 24" and insert -- module 26 --, therefor.

At column 9, line 65, please delete "module 24" and insert -- module 26 --, therefor.

At column 10, line 2, please delete "module 24" and insert -- module 26 --, therefor.

At column 10, line 15, please delete "module 24" and insert -- module 26 --, therefor.

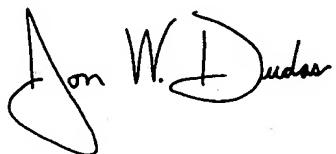
At column 10, line 17, please delete "module 24" and insert -- module 26 --, therefor.

At column 12, line 42 (Approx.), in Claim 21, please delete "fan." And insert -- fin. --, therefor.

At column 14, line 4, in Claim 28, please insert -- a -- before "muffler", therefor.

Signed and Sealed this

Twenty-fourth Day of October, 2006



JON W. DUDAS
Director of the United States Patent and Trademark Office